1:Stanford U. S-4, 5 1956 AF14 Central China AF14

trade will reach 55 per cent, state capitalism 24 per cent, and private trading will be reduced to 21 per cent or less.[86] 471

In order to facilitate the interflow of commodities between rural district and city, the Chinese Communists have held numerous "Native Products Fairs" in big cities since 1951. Nine fairs were held in the Central-South China area during 1951, and the total trade amounted to 2,247.8 billion yuan (US$76.77 million).[87] 443 438 543

During 1952 there were 13 fairs held in different localities throughout Central-South China, as shown in Table 7.

86. Ching-chi Tao-pao [Economic Bulletin], Hong Kong, Ching-chi tao-pao she, No. 26, July 11, 1955, p. 11.

87. Ching-chi Chou-pao [Economic Weekly], Shanghai, No. 21, May 28, 1953, p. 7.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

Table 7. The Native Products Fairs of the Central-South China Area in 1952 *

Fair	Total Trading Volume (Millions)
443 Chungnan Native Products Fair Hankow, April	¥102,900 ($4.3)
438 Chungnan Commodity Fair Wuhan, July	¥2,323,200 ($96.8)
543 Hunan Native Products Fair Changsha, May	¥110,600 ($4.6)
Changsha Commodity Fair Changsha, October	¥180,000 (7.5)
West Hunan Native Products Fair Yüanling, June	¥21,400 ($0.9)
Honan Third Commodity Fair Chengchow, November	¥527,800 ($22.0)
Kiangsi Native Products Fair Nanchang, April	¥30,000 ($1.2)
Nanchang Commodity Fair Nanchang, July	¥117,000 ($4.4)
Kwangsi Commodity Fair Nanning, August	¥188,000 ($7.8)
Kweilin Commodity Fair Keilin, July	¥ 56,600 ($2.4)
South-China Commodity Fair Canton, November-December	¥1,600,000 ($66.7)
Central Kwantung Commodity Fair Chiangmen, October	¥165,000 ($6.9)
Hainan Commodity Fair Haik'ou, February	¥8,000 ($0.3)
	¥5,430,200 ($226.8)

* Economic Weekly, Shanghai, No. 21, May 28, 1953, p. 7.

(Table 7 faces p. 772.)

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The total trade volume of these fairs during 1952 was reported to have been 5,430 billion yuan, which would represent, if accurate, an increase of 141.5 per cent over that of 1952. In terms of ownership of the trading concerns, the state sector contributed 61.21 per cent; co-operatives, 8.97 per cent; joint public and private operation, 1.17 per cent; and the private concerns, 28.65 per cent.[88]

To sum up, the commodity movement between South and North China is mainly by way of railways and partly by coastal shipping, but between Central-South and East China inland waterways and railways are the principal means of transportation. Transportation facilities betwen the Central-South and the Southwest of China are inadequate because projected railway lines have not been completed. Highway and air transportation as a whole play only a minor role in Central-South China's trade. The two nearly built railways to the border of Indo-China are for military rather than for economic use.

The purpose of building the Lai-pin--Mu-nan-kuan Railway was purely military. The Chinese Communists, in order to facilitate their southern expedition and expand their military strength in Southeast Asia, had to extend substantial aids to Ho Chih-minh, chairman of the Vietminh government in Indo-China. The completion of this railway in December 1951 had a direct bearing upon Ho's military success in 1954. Military supplies, including men, weapons, and approximately 500,000 tons[89] of grain were shipped during the three-year period, 1952-54, of the war in Indo-China.

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88. Ibid., p. 8.

89. Ta-lu Liang-Huang Ti P'ou-hsi [An Analysis of Grain Shortage in Mainland China], The Sixth Section, Central Committee, Nationalist Party, Taipei, June 14, 1954, p. 13.